

## Message Text

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ACTION EPA-04

INFO OCT-01 EA-11 ISO-00 SCI-06 DOTE-00 CEQ-02 CIAE-00

DODE-00 INR-10 NSAE-00 PA-04 RSC-01 USIA-15 PRS-01

SPC-03 DRC-01 /059 W

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R 221030Z JAN 74

FM AMEMBASSY TOKYO

TO SECSTATE WASHDC 9421

UNCLAS TOKYO 0911

DEPT PASS ENVIRONMENTAL PROTECTION AGENCY

E.O. 11652: N/A

TAGS: SENV, JA

SUBJECT: MOTOR VEHICLE EMISSION CONTROL

1. ON JANUARY 19, 1974, THE ENVIRONMENT AGENCY ANNOUNCED 1975 STANDARD VALUES FOR MOTOR VEHICLE EMISSION CONTROL CALLING FOR A 90 PERCENT REDUCTION OF CO AND HC EMISSIONS AND A 45 PERCENT REDUCTION IN NOX EMISSIONS FROM THEIR PRESENT REGULATORY VALUES. THE NEW REGULATIONS WILL BE ENFORCED IN THREE STAGES: NEW MODEL CARS WILL BEGIN TO BE SUBJECTED TO THE NEW REGULATIONS IN APRIL 1975; CARS FOR WHICH THERE HAS BEEN NO MODEL CHANGE SINCE BEFORE APRIL 1, 1975 IN DECEMBER 1975; AND IMPORTED CARS AS WELL AS TWO-CYCLE ENGINE CARS IN APRIL 1976. TYPES OF VEHICLE SUBJECT TO CONTROLS ARE PASSENGER CARS FUELED BY GASOLINE OR LPG, ACCOMMODATING LESS THAN 10 PERSONS, AND VEHICLES WEIGHING LESS THAN 2.5 TONS; EXCLUDED ARE LARGE BUSES, TRUCKS AND DIESEL CARS.

2. AS RELATED TO U.S. MOTOR VEHICLE EMISSION GOALS, THE NEW JAPANESE STANDARDS ARE ASFOLLOWS:

	1975				1976			
	JAPAN		U.S.		JAPAN		U.S.	
	(A)	(B)	(C)		(D)			
CO	2.1	2.1	9.4	5.6	2.1	2.1		
HC	0.25	0.25	0.94	0.56	0.25	0.25		

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NOX 1.2 1.2 1.9 1.2 0.25 0.25

- (A) STANDARDS SET UNDER THE 1970 CLEAN AIR AMENDMENTS  
 (B) PROVISIONAL FEDERAL STANDARDS  
 (C) PROVISIONAL STANDARDS IN CALIFORNIA SET BY EPA  
 (D) FEDERAL STANDARDS FOR 1976

3. COMPARED WITH THE RESENT REGULATORY VALUES IN JAPAN, THE NEW SANDADS VALUES FOR MOTOR VEHICLE MISSION ARE AS FOLLOWS:

PERMISSIBLE AVERAGE AMOUNT RATE OF  
 TYPE OF VEHICLE POLLUTANTS LEVEISSIONS REDUCTION(P  
 ERCEN)

GASOLINE OR LPG CO	2.7 (26.0)	2.1 (18.4)	89
FUELED PASSENGER HC	0.39 (3.8)	0.25 (2.94)	91
CAR NOX	1.6(3.0)	1.2 (2.18)	45

TWO-CYCLE ENGINE CO	2.7 (26.0)	2.1 (18.3)	88
GASOLINE-FUELED HC	0.39 (22.5)	0.25 (16.6)	98
CAR NOX	0.5 (0.5)	0.3 (0.3)	0
GASOLINE OR LPG CO	17.0 (26.0)	13.0 (18.4)	29
FUELED LIGHT-DUTY HC	2.7 (3.8)	2.1 (2.94)	18
BUSES AND TRUCKS NOX	2.3 (3.0)	1.8 (2.18)	17

TWO-CYCLE ENGINE CO	17.0 (26.0)	13.0 (18.3)	29
GASOLINE-FUELED HC	15.0 (22.5)	12.0 (16.6)	27
LIGHT-DUTY BUSES HOX	0.5 (0.5)	0.3 (0.3)	0

AND TRUCKS

4. THE PERMISSIBE LEVELS OF THE THREE POLLUTANTS WILL BE OF TWO KINDS. ONE SET OF THE STANDARDS IN THE "HOT START 10 MODE" WILL REGULATE EMISSION OF THE POLLUTANTS AFTER THE ENGINE IS WARMED THE OTHER SET OF STANDARDS CONCERNS EXHAUST GENERATED DURING THE FIRST 505 SECONDS AFTER THE ENGINE IS STARTED. IN THIS CASE, THE EXHAUSTIS MEASRED IN THE "COLD START 11 MODE." THE CO STANDARD OF THE SECOND CATEGORY WILL BE 85 GRAMS, THE HC STANDARD 9.5 GRAMS AND THE HNOX STANDARD 11 GRAMS. THE STANDARDS UNDER THE COLD START MODE WAS ADOPTED TO TAKE INTO ACCOUNT THE FACT THAT A LARGE AMOUNT OF EXHAUST IS GENERATED DURING THE TIME THE ENGINE IS BEING WARMED UP.

5. THE ENVIRONMENT AGENCY ESTIMATED THAT THE NEW REGULATIONS WILL LOWER THE TOTAL AMOUNT OF CO EMITTED BY MOTOR VEHICLES IN TOKYO IN UNCLASSIFIED

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FISCAL 1977 TO THE LEVEL OF FISCAL 1966 AND THAT OF HC TO THE LEVEL OF 1965, EVEN IF THE NUMBER OF VEHICLES INCREASES AS EXPECTED FROM THE PAST RECORDS. HOWEVER, THE LEVEL OF NOX WILL REMAIN THE SAME AS AT PRESENT.  
 SHOESMITH

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## Message Attributes

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**Copy:** SINGLE  
**Draft Date:** 22 JAN 1974  
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**Disposition Authority:** n/a  
**Disposition Case Number:** n/a  
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**Disposition Date:** 01 JAN 1960  
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**Disposition Reason:**  
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**Document Unique ID:** 00  
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